





## PLANE'S TABLE.

upon such return would necessitate the re-  
leasing of the cars by railway employees,  
which would involve more or less delay, and  
no reason is perceived by the department  
why such requirement should be enforced.

The treasury department to-day paid \$36,000 ounces of silver at \$1.07 to \$1.08. The offers were .004 ounces.

COUNTING THE CASH.

The committee, Messrs. Dasing, Milisen and Huntington, counting the money in the treasury on the transfer of office to James S. Case, treasurer from Mr. Huston to Mr. Newzer, has completed its work. The total amount of money counted was \$5,451,582.32, of which \$7,785,950.00 was gold and silver coin, the rest being paper money. The money was found correct to a cent. The count was seen in progress two months and

most of that time sixty people have been employed in the work.

DUTY ON POSTAGE STAMPS.

Assistant-secretary Spaulding has instructed collectors of customs that canceled and uncancelled postage stamps being

Customs articles, are prohibited from importation through the mails and when so imported should be seized by customs officers. In cases where the duties do not amount to 20 cents the stamps may be released free of duties. Where the duties amount to more

than 10 cents, they may be re-pressed on the payment of 25 cents to the city. In the absence of more accurate information as to their foreign market value, they should be appraised at 10 cents per thousand, a sum understood to be just equiva- to the cost of production. It, however, it appears that the actual price paid for such stamps was more than 10 cents per 1,000, which should be assessed at the corresponding rate in no case should the value be assessed upon an amount less than the invoice of entered value.

A STANDERD BANK.

The First National bank of Las Vegas, N. M., has forwarded to the comptroller a clipping from a recent issue of a Kansas City newspaper in which it stated that a special examiner had been ordered to go at once to Las Vegas and take charge of the bank's affairs. The comptroller desires to say that no examiner has been instructed to take charge of this bank, and that so far as is informed, the affairs of the bank are in a satisfactory condition.

TRANSFERRING THE BONDS.

The first of 7 1/2 bonds to be continued was checked off on the books of the secretary's office this morning, and the bonds have been referred to the register of the treasury. When that office issues the new bonds they will be numbered "consecutively

from one upward, and the owner of the bond No. 1, will receive the bonds whose numbers will begin with No. 2. The order in which the bonds are expected are received by the secretary determines the order in which the new bonds will be issued. Since the law requires that bonds be issued in order by first receipt, there is a distinct advantage in obtaining those bearing the lowest numbers. This advantage, however, is being worn away by many of the holders through their carelessness in preparing and forwarding bonds and the accompanying paper. Each owner who considers the continuance of his bonds should carefully follow instructions printed on the bonds furnished by the department. National banks particularly should advise the bank as to the documents and forward the treasurer's receipts representing the bonds. A few cases (e.g.) caused by errors or omissions, which must be corrected, may make a difference of many months in the date of maturity of the new bonds. About 25 per cent of the number of national banks holding

44 per cent. bonds have already sent in their papers, but for the reasons above stated, less than 100 perfect cases have been received.

**BIDS FOR BIG CUTS.**

Bids were opened at the ordnance bureau of the war department to-day for the construction of 25 eight-inch, 50 ten-inch and 25 twelve-inch breech loading rifles for coast defense. Under the terms of the appropriation for these guns, one-fourth of them may be built on the Pacific coast if an advantageous contract can be made with any firm in that section of the country. There were but three bids received—those of the Niagara Stee. company, the South Boston Iron works and the Bethlehem Iron company. The Bethlehem company was the lowest bidder.

**National Educational Conference.**

TORONTO JULY 23.—At this morning's session of the National Conference of Education, George P. Brown, of Chicago, editor of the Illinois School Journal, read a report on pedagogics the subject being "The Education of the Will."

The first nominations in the council (for membership) were made, and the election results were as follows: James H. Connel of Lincoln, Neb., re-elected; W. N. Barnard of Cape May, N. J., re-elected; Charles de Garmo of Springfield, Ill., in place of Josiah A. Packard, who retired; and Nicolas Murray Butler of New York in place of N. B. S. Dawson, who also retired voluntarily. The speakers' gathering is daily increasing in magnitude and so almost overwreathing proportions. It is estimated that about 5000 teachers arrive to-

They were from the northern, middle and New England states. New York and Pennsylvania, that yesterday were poorly represented, have now at least 700 delegates. Tennessee and Arkansas have sent on to-day 50 and 200 delegates respectively. There is a big fight on as to where the next convention will be held. El Paso, Ariz., seems to be leading, with Seattle a good second and Boston and Saratoga in the distance.

by commercial houses with interests in that country. It is stated that the plan to capture the government torpedo cruisers *A. Miranda Lynch* and *A. Miranda Conde*, at Valparaiso, by means of the crews, was discovered, and the leaders of the revolt put in prison.

On Tuesday and Friday of last week the insurgents engaged the government in battle at Coquimbo, and were defeated with great loss of life. All the insurgent vessels took part in the engagement. The attacks, it is stated, were resolved on by the insurgents when they received the news of the Paris decision in regard to the new cruisers just completed in that country. Owing to this defeat and the growing strength of the government, great demoralization exists among the insurgents.

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**The Boyne Celebration.**

New York, July 13.—The annual parade and celebration of the Orangemen of the city occurred to-day. Fully 2500 men were in line. At the Empire Co-terminus speeches were delivered. This evening of prominent



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We came ashore about sundown at Pukoo; a capital horse, which had been mine, I would not have sent to apostle, was placed at my service; and the captain and I rode till it was midnight along the seaward coast. It was cool, and threatened rain, and twilight was soon obscured by overhanging clouds. We rode fast on a good highway, and saw indistinctly living

There and there were houses wickered and  
vered, and chief among these the house  
of Mr. Meyer presides in a paradise of  
flowers and Monterey cypress, the floors  
stanching open on the raised verandas, the  
sweet race making a vital stir in the  
chambers. Here he begins to grow old  
among his sons and fair daughters; the  
some 2000 feet below—a leap of 10 or 15  
minutes—the opers rise by the sea mar-

mix in, renders it unpalatable. But, again, the fact is made of "four, which in some way is transferred into the casseres (jundens) and placed upon the porpo, in which the meat, containing some vegetables are boiling. The arising from the pot induces a coldness and cools the food. When an elderly coochee, it is better, in the above, that each take upon which the coochee grows the "maga" word of the village, who is then retained, and the meat is placed upon it. The party is then a strong, thick, and the deer are unknown.

rigor. Nowhere could be seen more than in the unconscious and the children of young people usually before their marriage. It is due to every inclemency of the weather up to the age of 15 they are allowed to run out in the park. Their skins are exposed to the air and they become un-  
usually sick, so that they cannot bear the changes of temperature from the heat which will hurt their eyes, and certain diseases develop, they are so common. A no-

There are some 40,000 acres of and Cito in the Grand Valley, about 600,000 acres. When the new state capital is completed, the acreage will be increased to 800,000. Therefore it will be seen that new enterprise is an important one to the people of the Western slope.

A Fatal Fall.

DENVER, July 3.—Francis C. Cuyler, 33 years, was instantly killed at about 3 o'clock this morning by a fall from his horse. His foot caught in the stirrup and before he could dismount the horse was rearing and he was thrown.

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**A Fatal Fall.**  
DENVER, July 13.—Frederick Dutton, 13 years, was instantly killed at about 3 o'clock this morning by being thrown from his horse. His foot caught in the stirrup and before the horse could stop he was dead.







**A Bystander, Catches a Ball in the  
Shoulder — Anti-Campbellites Pre-  
paring to Pack the Convention  
—Campbell's Speech.**

The full strength of the Campbell following was not appreciated until the governor reached the city this afternoon. His arrival at the Ho. ended more at the head of the Jackson and Thurman clubs of Columbus was the signal for an ovation. Gaer after Gaer was given for "the next governor of Ohio," and there were loud demands for a peace. The governor mounted a table in the centre of the rostrum, and bowed his acknowledgements. But his speech was brief.

While entering the hall feeling that his tenet manifested, Governor Campbell, in the Florida chamber of the To-En center was facing a stormy sea and with apparent contentment of mind. He threw down the gauntlet to his opponents upon entering the arena this afternoon. While the majority of the crowd cheered him they were aware, the Hamilton and Chynoweth county men, who occupied a large section of the rostrum, were conspicuous by their silence. Mounting a chair in response to calls for a speech, Governor Campbell pointed his index finger to the opposition corner, and said with emphasis: "I will make my speech to-morrow afternoon." "To-morrow in conversation he said, that notwithstanding his being nominated on the first ballot, he could afford to hang back, and reserve strength to his opponents in order that they might be able to make a respectable showing. As to the future after the convention he was perfectly willing to gradually take care of itself.

In conclusion Mr. Thurman characterized the McKinley tariff "as a class legislation of the most vicious tendencies. As an illustration he instances tin, which for fifteen years had been protected by a 30 per cent duty. "Last winter a few patriotic gentlemen said that if Mr McKinley would only raise the tax so they could be assured of making \$2,000,000 a year, they would be perfectly willing to sacrifice themselves in a attempt to manufacture tin now; and Mr McKinley said, very certainly, well, that does a little matter of \$8,000,000 amount to a people who own a "million tin can country," and immediately he raised the rate from 35 to 75 per cent. "The outrageous iniquitous feature of this increase is put upon tin, because that the new tariff was made to take effect not upon the passage of the act, but six months after, thereby creating a ring to purchase a bill in this article that could be produced in England and Wales, imported into this country under the old rate, sold in this city, and sent to the American consumers under the new rate. This, though, is only one of the many outrageous things in this tariff. "Mr McKinley to incorporate in his tariff, there is no a line of duty that does not have express or conceal some industry to work the protective classes wanted. "No wonder they poured out money like water, bribing tin workmen and tin miners every nerve to carry the McKinley tariff, as a monopoly of tin. "To surrender without making a cent more struggle, therefore, and on every tin in this convention to work for the agents here in this whole row for our success. There is

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character and conspicuous career, the  
ministry's advocacy of bad legislation  
for the perpetuation of a measure which  
is rejected, at the present year by the  
people of the entire country; a measure  
which, under his name, sustained with his  
aid, and wrought by his hands; a measure  
which, as he has been said, in the "inter-  
ference" monopoly, by monopoly, for monop-  
oly, a measure which is bringing about the  
rest of centralizations, the centraliza-  
tion of wealth, with its crushing and crush-  
ing evils; a measure which has already in  
many cases made work and lower wages  
productive labor; a measure which has  
made the farmer of Ohio to sell his wool in  
the States as low as 20 cents a pound,  
and, too, in a market where he says  
that he is not a farmer of necessary arti-  
cles are but inefficiently sweetened  
the marketing of country produce; sugar  
which forces from the labor of the  
country men, who are the labor of the

LT. JAKE, Jan. 7, 1887.—Strongly respu-  
s against statehood was adopted at the  
ern county convention this afternoon.  
Liberals are wary of the Mormons and  
just their profession of change of heart.

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"Mr. Stoddard, some English ladies have me to be sure, but alas you will find the Princess point out to her lovers the lady or the tiger?"

"Let those ladies," smilingly replied Mr. Stoddard, "as soon as I become a lady I will let them. None but a woman could deceive it. That is the story was not written for publication, out was composed to be a literary gathering."

B. BLATWART



Honors Pak to the Players of the Casino.

Speeches, Music and Vanda Long to  
be Remembered—Guests who were  
Present—Details of the  
Festivities.

Croust au Pot. "Amont, aco-  
Olives. anchors.  
Saumon bouilli, a la Charnob.  
Moscabouchen?  
Concombres. Pommes Heland.  
Filet de Bœuf piqué, a la Yarcinier.  
"Pierrier, ouest."  
Vol au Vent de Rij de Yenna, a la  
"St. Etienne."  
Sorbet au Marasquin.  
Soyptions Chariottes.  
Poulet de printemps roti.  
Salade au Laitue.  
Ranequins.  
Glacées a la Nessee-mo. Chariottes Russe.  
Liqueurs.  
Fruits.  
Cafe Noir.  
To took nearly 20 hours to serve the dinner, and the 40,000 guests of diners began to call for the specialties of the banquettier was ready. At last Dr. Soloy arose.  
Dr. Soloy, in the opening aspect of the evening, began by saying that it was cus- tomary to look for signs of was was to ap- pear in the future of a child. They, there-  
having thought during life to state a part of the development; and in the building up the best interests of the particular com- munity in which they lived - living wholly entirely for self. But removal from the world's selfish interests, take from men motive that prompted them - he cared whether it be for the carrying out of a sona end or not, which was something stronger than the mere motive of mon- ey-making. A man of the world was as selfish interest, and they reported, strongest lover that now induce the socialist country, and the strongest lover would control society into mere parties prevail or mere palmarately dis- troyed as controlling the destinies of universa. Cheers. But those who was said: that time and word not carry out enterprises in this life, were the men would say, "Well, it is true the Camo-

[illegible]

also A. O. LaCombe, and A. B. Chapman, superintendent of schools at Monticello, Inc., arrived in the city Saturday morning. They visited the summit of Pike's peak and other points of interest, and left for Leadville Saturday evening, intending to stop there and visit the U. S. Sanitary observatory near the city. Fine natural conditions here exist, there are regarded as the most favorable for trout, and the San commission regards the Colorado hatchery at Leadville as being the best equipped and most promising of all its establishments. The party is en route to Monticello and Myiaville to explore the head waters of the Missouri and the Colorado rivers for the purpose of determining



## A BAD WRECK.

FREGAT TRAIN FORTY-SEVEN ON  
THE MOUNTAIN WRECKED.Engineer Moore and Fireman Wilson Lost  
Their Lives—Eleven Cars Broken into  
Splinters—Full Particulars of the Ac-  
cident.

A wreck occurred on the M.C. and rail-  
road in the pass at 4:30 o'clock Wednes-  
day morning, resulting in the loss of the  
lives of Engineer Morris Moore and Fire-  
man James Wilson, and damage to an  
engine and eleven cars. The train was  
composed of two freight cars and a  
caboose, and the cars were wrecked with  
bullet, ore and coal. The accident oc-  
curred just at the mouth of tunnel No.  
7 and the wreckage was complete. Being  
such a short distance from Manitou,  
the scene was visited yester-  
day by hundreds of people  
from this city and vicinity. Words  
cannot describe the scene presented, but  
the amateur photographer was there in  
large numbers and the scene will be pre-  
served. The facts of the accident, as  
they can be ferreted out by the county  
coroner and the company's officers, are  
as follows:

Freight train No. 3, east bound, drawn  
by engine No. 4 and in charge of En-  
gineer Morris Moore, Fireman John Wil-  
son and Conductor Madison, left Cas-  
cade shortly after 4 o'clock. The rules  
of the road for running trains down the  
3½ per cent. grade between Cas-  
cade and Manitou are the strictest  
in use in this country, and with  
the precautions taken, the heavy  
rolling stock, etc., such an accident as  
happened seems only possible from the  
carelessness of those in charge of the  
machinery. The highest number of cars  
that the road permits to be brought  
down at one time is fifteen, and  
before leaving Cascade the engineer and  
conductor sign a statement that their  
cars are all right in every way, that they  
have tested the air in the brakes and all  
other brakes and that they believe the  
train is in condition to attempt the  
grade. If the small sand brake on a car  
is out of order it must be cut out from  
the train, and a rule is in force that  
the engineer must apply air before cross-  
ing the road in front of the  
Cascade notch. A short distance below  
Cascade the road has placed a safety  
switch. This is built running on a steep  
grade up the mountain side and the  
intention is that uncontrolled cars  
shall run upon it and be stopped by the  
grade. At this switch is stationed a  
switchman, and at a signal from the en-  
gineer the switch is moved and allows  
the train to pass, otherwise it would run  
onto the switch. A train moving at a  
greater speed than twenty miles an  
hour are run upon the switch.

Train No. 3 was seven hours late and it  
is supposed the engineer was anxious to  
get in for the engine pulled out at a  
good speed. The engineer had tried his  
air and both he and the conductor had  
signed the statement that all was right.  
Soon after leaving the Cascade crossing  
the conductor and brakemen in the rear  
portion of the train began to realize  
that the speed was too high; that the  
engineer and conductor. The engine  
and cars went into the air and  
they momentarily expected to be killed.  
They waited for the safety switch, but  
what was their consternation upon re-  
flecting it to hear the engine signal to  
be permitted to pass. They immediately  
cut the caboose loose from the train and  
soon stopped it by means of the hand  
brakes, but the engine with the loaded  
cars went crashing down gaining an in-  
creasing momentum at each turn of the  
wheel. On the right was a wall of  
solid stone, on the left a precipice.  
There is a sharp curve at tunnel No. 7  
and at this point the engine left the  
track, and fell into the face of  
the rocks at one side. It was over-  
turned, and piled up about it were the  
freight and passenger cars, and  
nearly occupying a space of two cars.  
A car containing coal rolled down the pre-  
cipice at one side and is lying near the bed  
of the creek right side up. One car re-  
mained on the track uninjured.

Underneath the wreck were the bodies  
of Engineer Moore and Fireman Wilson.  
Moore received but few injuries from  
the wreckage, but the escaping steam  
and hot water scalded him fearfully. He  
was taken from the wreck as quickly as  
possible and conveyed to Colorado City.  
He died from his injuries at Colorado  
yesterday morning. The body of Fire-  
man Wilson was buried underneath the  
wreck and was not found until a late  
hour last evening.

The engine lies partly in the mouth of  
the tunnel, but the wreckage is contained  
in such a small space that there will not  
be a great amount of trouble in remov-  
ing it. The company expects to be oper-  
ating the road as usual this morning.

The case was reported to Coroner Mar-  
low at noon yesterday, and he went up  
and began his investigations. The facts  
as he could get at them are given above.  
The man at the switch believed the train  
beyond control, as it approached and was  
surprised when given an order to let it  
pass. It was related to the coroner,  
however that Engineer Moore stated be-  
fore his death that at the time of passing  
the switch he never lost control of  
an engine in his life, but lost it soon  
after. He did not have control, it  
seems strange that he should give the

order to pass. It was stated by  
railroad men yesterday that some  
of the engineers have a practice of  
the safety switch and that the en-  
gineer had been told that if ever caught  
he would take chances on the road,  
rather than on the switch. The only man  
who knew the true facts are Coroner  
Marlow, Madison, the engineer and  
conductor. The engineer's property is  
lost, and he will have an income to-day, and  
the body of Engineer Moore is now at the  
undertaking rooms of E. A. & B. at  
this city.

The new men are residents of Colo-  
rado City, excepting the conductor. En-  
gineer Moore leaves a wife, an invalid at  
present, and one child. He was about  
35 years of age and an experienced man.  
Wilson was unmarried, and an effort is  
being made to find his friends in the  
east. Wilson was about 25 years of age.  
The loss to the company in damage to  
property is quite heavy. The loss of  
the engine is about \$2,000, but the loss  
to cars cannot be estimated very well.  
There is hardly a piece of woodwork  
left but can be carried in the track.  
The cars were loaded as follows: Five  
with bullet, seven with ore and one  
with coal. There will be but little loss  
in the freight. The company officers  
feel that the accident was unavoidable,  
and it comes heavy upon them at this  
time.

## Coroner's Statement.

No inquest was held by the coroner in  
regard to the death of the two men in  
the accident on the M.C. and road early  
Wednesday morning. Coroner Marlow,  
however, has made the following state-  
ment:

As a matter of information to the public  
regarding the death of Morris Moore, en-  
gineer, and James Wilson, fireman, in the  
recent accident resulting from a run-  
away train on the Colorado Midland  
railway east of Cascade Canon, I wish  
to state that after a thorough examina-  
tion of the employees, and of the rules  
governing the operation of trains on  
the heavy grade between Cascade and Mani-  
tou, I do not find that the railway com-  
pany or the train crew were to blame for the  
accident. The railway company have in force  
special rules governing the operation of the  
line between these points. Upon examina-  
tion of these rules, I find the following pre-  
cautions have been adopted by the com-  
pany to prevent accidents of this kind:

First—A train descending the mountain  
are required to stop at Cascade for an in-  
spection of the air and hand brakes and run-  
ning gear of engine and cars.

Second—No train is allowed to leave Cas-  
cade until the engineer, the conductor and  
inspector have signed a certificate to the  
effect that the air and hand brakes are in  
proper order, and that the engineer has the  
necessary air pressure to hold the train down  
the mountain.

Third—Conductor and brakemen must  
ride on top of cars from Cascade to Manitou  
or wherever assistance will be needed.

Fourth—A speed of two miles per hour  
must not be exceeded by freight trains be-  
tween these points.

Fifth—A safety switch is provided on the  
highest grade one mile east of Cascade, for  
the purpose of stopping trains should they get  
beyond the control of the engineer. This  
switch is kept set for the safety gear, with  
a switch tender in attendance day and night,  
and, upon a whistle signal from the en-  
gineer, indicating that his train is under  
control, sets it for the main line, and allows  
the train to pass. If a train is not under  
control, no whistle signal is given, and it  
runs upon the safety switch.

Also find numerous precautionary rules  
in various forms issued to employees which,  
if lived up to, will prevent the possibility of  
a runaway train.

The investigation shows that the air brake  
was working perfectly, as well as the hand  
brakes, and I do not find that the conductor  
and brakemen set off the hand brakes and  
left it in their power to save the train.

Now regarding the fact that this train  
was beyond the control of the engineer and  
the train crew before they arrived at the  
safety switch, the engineer, evidently under  
the impression that he could check the  
speed of his train, blew the signal for the  
main line, which fact is testified to by an  
employee including the engineer who made  
this statement before the coroner.

W. D. MARLOW, Coroner.

## Editor Shultz's Party Arrives.

Editor Clint M. Shultz, Mrs. Schultze,  
Mrs. Van Benthuysen and the three  
young ladies who have come out victori-  
ous in the recent contest held by the St.  
Joseph Daily News, arrived in this city  
from Denver Tuesday afternoon.

Some time ago Mr. Shultz's paper, the  
News of St. Joseph, Mo., offered a trea-  
sure to important points in Colorado to  
the three lady stenographers receiving  
the greatest number of votes in a con-  
test. This contest has resulted most  
successfully, 150,000 votes having been  
cast, and thirty contestants entering the  
field. Of these the three winners were  
Miss George Johnson, of the Weyer-  
haeuser company; Miss Louise Meyer,  
of the Vanamatz & Lynch Drug company,  
and Miss Maude Witterson, of the  
V.I. man Drug company.

The party arrived at 4:30 o'clock and  
took quarters at the Alamo hotel where  
Mr. Shultz has taken great pains to  
make things pleasant for them.

The party will remain here three days  
during which time they will strive to see  
nearly all the points of interest in this  
vicinity.

Miss Van Benthuysen is Mr. Shultz's  
sister, and the wife of Mr. W. Van Ben-  
thuyssen, managing editor of the Chicago  
Tribune. She will spend a part of the  
summer in the mountains.

It is said to say that Mr. Shultz and  
his party will be as likely to leave the  
beautiful spot they are visiting as will  
be the friends they are sure to find here.

Mr. D. Jackson of Colorado City  
called at this office Tuesday evening and  
stated that he purposes to be a candi-  
date before the next Republican con-  
vention for the office of county

clerk. He was stated by  
railroad men yesterday that some  
of the engineers have a practice of  
the safety switch and that the en-  
gineer had been told that if ever caught  
he would take chances on the road,  
rather than on the switch. The only man  
who knew the true facts are Coroner  
Marlow, Madison, the engineer and  
conductor. The engineer's property is  
lost, and he will have an income to-day, and  
the body of Engineer Moore is now at the  
undertaking rooms of E. A. & B. at  
this city.

Mr. Leroy Bodine, commissioner of  
labor for the state of Colorado, arrived  
in the city Tuesday and will remain  
several days. The law requires that the  
commissioner shall canvass the state for  
statistics on labor matters each year and  
Mr. Bodine is now actively at work in  
this capacity. He starts at this point  
and will cover the entire state, or at  
least the portions of it where large  
bodies of men and women are at labor.  
Mr. Bodine is at the Ankers. He is a  
former newspaper man of Denver.

There is great excitement at Apple  
Creek Canon City and surrounding  
places over a new strike in the Chicago  
Creek gins. From two and one-half  
ounces of the ore mined on Monday  
by Thomas W. and Robert Savage  
50 cents worth of gold was taken. Every  
day parties are leaving Canon City for  
the new lode. An assay is being made  
made on the ore by the American Zinc  
and Lead works and the result is being anx-  
iously awaited. According to a specia-  
list from Canon City to the Denver Re-  
publican city will see half of the popu-  
lation in twenty-four hours. The strike  
proves as good as expected. The strike  
of the California miners and men who were  
driven from the mines of Leadville and the  
indications are much better than were shown in Lead-  
ville for two years after the carbonade  
discovery.

The surgeon of the Sisters hospital  
performed a very difficult operation Tues-  
day. A young foreigner came to the  
hospital some time ago suffering with a  
fever running round the side of one of  
his legs. He had been troubled for a  
long time and had endured a number  
of treatments. The surgeon became  
convinced that there was a piece of food  
in the leg and he had been injured by a  
fall. An operation was decided upon and  
Tuesday morning was performed. Two  
pieces of food were taken out and he is  
now recovering the full use of his  
limb.

A piece of coal lying to the north and  
west of the Elmer and crossing in the  
Rock Island right of way has been  
leased for a long term by W. E. Rooy  
& Co. The lessees began Monday  
morning excavating for the erection of a  
large warehouse, which will be used for  
general storage purposes. The building  
will be built of brick, four stories high  
and 80x50 feet, exterior. Each floor  
will be connected by an elevator. The  
cost of erecting the building will be  
between \$5,000 and \$6,000.

County Clerk Howbert has prepared  
his semi-annual statement for the board  
of county commissioners for the six  
months ending June 30. It has cost \$22,  
500 to run the county for six months  
and there is a cash balance on hand to  
the general county fund of \$25,852.25.  
Taxes are due on the second payment of  
\$16,475. Warrants have been paid out  
amounting to \$25,396.47.

Mr. D. D. Hemming has been ap-  
pointed local correspondent for the  
Denver Times.

## LOCAL MARKET REPORT.

COLORADO SPRINGS, COLO.,  
JULY 18, 1896.

GRAIN.	PRICE.
Wheat, per cwt.	\$1.50
Barley, per cwt.	1.00
Corn, per cwt.	1.00
Oats, per cwt.	.80
Hay, per ton.	15.00
Straw, per ton.	5.00

VEGETABLES.	PRICE.
Beans, new, per cwt.	2.00
Cabbage, per cwt.	1.00
Onions, per cwt.	1.00
Potatoes, per cwt.	1.00
Spinach, per cwt.	1.00
Tomatoes, per cwt.	1.00
Turnips, per cwt.	1.00
Winter squash, per cwt.	1.00
Winter pumpkins, per cwt.	1.00
Winter melons, per cwt.	1.00
Winter squash, per cwt.	1.00
Winter pumpkins, per cwt.	1.00
Winter melons, per cwt.	1.00

MEATS.	PRICE.
Beef, per cwt.	10.00
Pork, per cwt.	10.00
Lard, per cwt.	10.00
Bacon, per cwt.	10.00
Ham, per cwt.	10.00
Butter, per cwt.	10.00
Eggs, per cwt.	10.00
Milk, per cwt.	10.00
Cheese, per cwt.	10.00
Ice cream, per cwt.	10.00
Ice, per cwt.	10.00
Coal, per cwt.	10.00
Wood, per cwt.	10.00
Charcoal, per cwt.	10.00
Firewood, per cwt.	10.00
Kindling, per cwt.	10.00
Sticks, per cwt.	10.00
Brush, per cwt.	10.00
Manure, per cwt.	10.00
Compost, per cwt.	10.00
Gravel, per cwt.	10.00
Crushed stone, per cwt.	10.00
Bricks, per cwt.	10.00
Flint, per cwt.	10.00
Quartz, per cwt.	10.00
Granite, per cwt.	10.00
Slate, per cwt.	10.00
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Slate, per cwt.	10.00
Sand, per cwt.	10.00
Gravel, per cwt.	10.00
Crushed stone, per cwt.	10.00
Bricks, per cwt.	10.00
Flint, per c	



NUMBER 3

cratic thoroughfare of the city—and beyond the brow of St. Anthony's hill. He was reclining on a hammock, surrounded by Eng-

never let him off on his promise to be governed by the statutes and not again to seek advice of the supreme court.